Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1. (Currently Amended) A method for mounting a tire to a wheel rim comprising the following steps:

a) Providing a wheel rim having a predetermined wheel rim imbalance and having a specifically designed location for accommodating a functional element, wherein the magnitude of imbalance of the wheel rim is within a predetermined tolerance range around a predetermined target value at a position of the wheel rim which lies opposite to the location for accommodating ~~a~~ the functional element;

b) providing a tire having a predetermined tire imbalance, the tire having a tire marking such that the position and magnitude of the tire imbalance can be recognized from it;

c) providing a counterbalancing weight element which is designed such that it can be attached at the location for accommodating the functional element and which is designed such that, after having been attached to the wheel rim at the location for accommodating the functional element provides the wheel rim in a ready-to-use condition with an imbalance of a magnitude, within a predetermined tolerance range, which corresponds to the imbalance of the tire; ~~and~~

d) attaching the counterbalancing weight element at the location for accommodating the functional ~~element and~~element; and then

e) mounting the tire to the wheel rim in such a positional relation with respect to the wheel rim that the position of the imbalance of the tire lies opposite to the location for accommodating ~~a~~ the functional element so that after mounting of the tire to the wheel rim the magnitude of imbalance of the wheel ready to be driven is below a predetermined threshold value.

2. (Previously Presented) The method according to claim 1, wherein the location for accommodating the functional element is a bore for accommodating a valve.

3. (Currently Amended) The method according to claim 2, wherein the counterbalancing weight element is attached to the valve bore ~~via~~ by screwed fastening.

4. (Previously Presented) The method according to claim 3, wherein a hollow-core screw is used to attach the counterbalancing weight element to the valve bore.

5. (Previously Presented) The method according to claim 2, wherein the counterbalancing weight element is screwed to the valve.

6. (Previously Presented) The method according to claim 2, wherein the counterbalancing weight element is integrally attached to the valve.

7. (Currently Amended) The method according to claim 2, wherein the counterbalancing weight element is attached to the valve bore ~~via~~ by a clip connection.

8. (Previously Presented) The method according to claim 7, wherein the clip connection for attaching the counterbalancing weight element to the valve bore also serves to fix the valve to the valve bore.

9. (Previously Presented) The method according to claim 2, wherein the fastening of the counterbalancing weight element to the valve bore is effected in functional unity with the fastening of a sensor element of a tire pressure monitoring system.

10. (Previously Presented) The method according to claim 1, wherein the location for accommodating the functional element is the location where a sensor element of a tire pressure monitoring system is attached.

11. (Previously Presented) The method according to claim 10, wherein the counterbalancing weight element is attached to the sensor element of the tire pressure monitoring system.

12. (Previously Presented) The method according to claim 11, wherein the counterbalancing weight element is integrally formed with the sensor element of the tire pressure monitoring system.

13. (Currently Amended) The method according to ~~claim 10~~claim 1, wherein the location for accommodating the functional element is the location where ~~the sensor element of the tire~~

~~pressure monitoring system does not have a function and is designed as~~ a dummy sensor element of a tire pressure monitoring system is attached.

14. (Previously Presented) The method according to claim 1, wherein the predetermined target value is selected such that the magnitude of the total imbalance of the wheel rim is zero if the valve is mounted in a ready for use condition.

15. (Previously Presented) The method according to claim 1, wherein the predetermined target value is selected such that the magnitude of the total imbalance of the wheel rim is zero if the valve and the sensor of the tire pressure monitoring system are mounted in a ready-to-use condition.

16. (Previously Presented) The method according to claim 1, wherein the predetermined tolerance range around the target value is $\leq \pm$ 10 g, preferably $\leq \pm$ 5 g and most preferably $\leq \pm$ 2 g.

17. (Previously Presented) The method according to claim 1, wherein the predetermined threshold value is $\leq \pm$ 10 g.

18. (Previously Presented) The method according to claim 17, wherein the predetermined threshold value is $\leq$ 5 g.

19. (Previously Presented) The method according to claim 1, wherein a bore for accommodating a valve is provided in a hump of the wheel rim.

20. (Previously Presented) A counterbalancing weight element to be attached to a wheel rim having a predetermined weight imbalance and a location for accommodating a functional element wherein due to a counterbalancing weight element after mounting a tire to the wheel rim the imbalance of a wheel ready to use has a magnitude below a predetermined threshold value,

and wherein said counterbalancing weight element is adapted to be mounted at the location for accommodating a functional element at a location opposite to an imbalance of the tire.

21. (Previously Presented) The counterbalancing weight element according to claim 20, wherein the location for accommodating a functional element is a bore for accommodating a valve.

22. (Currently Amended) The counterbalancing weight element according to claim 21, wherein the counterbalancing weight element ~~it~~ is adapted to be attached to the valve bore ~~via~~ by screwed fastening.

23. (Currently Amended) The counterbalancing weight element according to claim 22, wherein the counterbalancing weight element ~~it~~ is adapted to be attached to the valve bore ~~via~~ by a hollow-core screw.

24. (Currently Amended) The counterbalancing weight element according to claim 21, wherein the counterbalancing weight element ~~it~~ is adapted to be screwed to a valve inserted in a valve bore.

25. (Currently Amended) The counterbalancing weight element according to claim 21, wherein the counterbalancing weight element ~~it~~ is integrally formed at a valve being adapted to be inserted in the valve bore.

26. (Currently Amended) The counterbalancing weight element according to claim 21, wherein the counterbalancing weight element ~~it~~ is adapted to be fastened to a valve bore ~~via~~ by a clip connection.

27. (Previously Presented) The counterbalancing weight element according to claim 26, wherein the clip connection for fastening the counterbalancing weight element to the valve bore also serves to fix the valve in the valve bore.

28. (Previously Presented) The counterbalancing weight element according to claim 21, wherein it is adapted to be attached to a valve bore in functional unity with the fastening of a sensor element of a tire pressure monitoring system.

29. (Previously Presented) The counterbalancing weight element according to claim 20, wherein the location for accommodating a functional element is the area where a sensor element of a tire pressure monitoring system is attached.

30. (Previously Presented) The counterbalancing weight element according to claim 29, wherein it is adapted to be attached to the sensor element of a tire pressure monitoring system.

31. (Previously Presented) The counterbalancing weight element according to claim 30, wherein it is formed integrally with the sensor element of a tire pressure monitoring system.

32. (Currently Amended) The counterbalancing weight element according to claim 29, wherein the location for accommodating the functional element is the area where ~~sensor element of the tire pressure monitoring system has no function and is designed as~~ a dummy sensor element of a tire pressure monitoring system is attached.